

Notes from Manila.

A friend of ours, of varied war experience, writing from Manila, makes these comparisons between the Americans and the Japanese with reference to the management of military expeditions:

"I. The American General Miller, landing 2000 men, and stores for them, at Iloilo, after a voyage of 2 days from Manila and several weeks at anchor in Iloilo, took over 48 hours to land the men, and a week to land the stores.

"The Japanese General, Oyama, landing 22,000 men, and stores for them, at Yungcheng (for Wei-hai-wei) after a voyage of 2 or 3 days, took less than 24 hours to land the men, and 24 for the stores.

"II. The American General MacArthur, advancing on Columbit, had a doubt of the exact direction, and among all his staff there was not a compass.

"The Japanese soldiers had thousands of compasses among them, about every sixth or eighth man in the ranks having one, besides officers.

"III. The American press censor suppresses items which he admits to be true, on such grounds as these: (1) It might create uneasiness in America if anything is telegraphed indicating a danger of any kind; (2) names of killed and wounded, even generals, cannot be wired, because it is impossible to give a complete list and so it is prohibited to give any; (3) misconduct of Americans must not be wired; (4) opinions must not be wired. There are many other such objections to the sending of what is known to be true.

"The Japanese press censor passed anything known to be true and not disclosure of future movements. For example, the London Times got a telegram, with the sanction of all the Japanese authorities, describing the Port Arthur affair in very vivid terms. The Premier himself passed it, though it reflected badly on the Japanese. They were perfectly honest and allowed free speech.

"There are many other points in which my experience of this war and of the war between Japan and China shows in favor of the Japanese. On the other hand, of course there are some things in which the verdict would be against the Japanese; but nothing very much."

With regard to the labor and trade prospect of the Philippines for Japanese, the correspondent believes that, as the introduction of Chinese laborers is prohibited under American law, "Japanese would do wonderfully well." He goes on as follows:

"They never had much chance before in the Spanish time, but now they would. Carpenters, machinists, and that class would do best. Also, Japanese goods can now enter under the same duties as other goods, instead of being handicapped by preferential rates to Spanish competitors as before! and, though the duties are not light, they are the

same for all, and goods have to be imported from somewhere—why not Japan?"—*Japan Weekly Times.*

Additions to the Navy.

The navy increase bill as passed by Congress during the last days of its session provided for three battleships, three armored cruisers and six protected cruisers, all of which ships are to be wood, sheathed and coppered. This latter feature is a radical departure from previous practice in our navy. Chief Constructor Hichborn, who for many years has advocated sheathed ships, has at last convinced Congress of the true economy in building vessels of this construction, which, unlike steel ships, will always be able to maintain their intended speed without the necessity of docking or running up enormous coal bills.

The six protected cruisers of the Denver class, to be named the Denver, Des Moines, Chattanooga, Galveston, Tacoma and Cleveland, are the only ones for which contracts can be made—owing to Congressional limitation of the price of armor for the other six vessels. They will be vessels of about the size of the Raleigh, but improved and modernized. The Denver and her sister ships are designed for a speed of 16½ knots, but will only make 17 knots when pushed, while the Raleigh was designed for a speed of 19 knots. The former will be able to maintain their designed speed practically indefinitely, while the latter could scarcely maintain a speed of 15 knots, and that with an excessive consumption of coal. The horsepower in the new designs is 4500, as compared with 10,000 in the Raleigh, which means less than half the weight of propelling machinery.

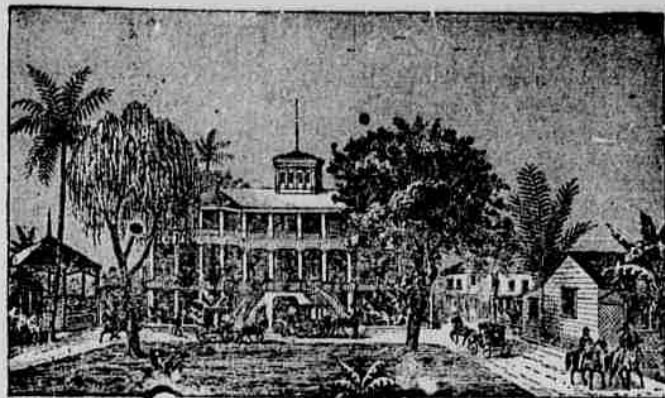
The general dimensions and features of the Denver and class will be as follows: Extreme length, 308 feet; breadth, about 43 feet; extreme draft, fully loaded, 16 feet 8 inches; full load displacement, about 3400 tons; bunker capacity, not less than 700 tons. The armament will be: Main battery—Ten 5-inch, 50-caliber, breech-loading, rapid-firing guns. Auxiliary battery—Eight 6-pounders, rapid-firing guns; two 1-pounders, rapid-firing guns; four Colt machine guns. The sail area will be about 8000 square feet.

The coal capacity of these ships is sufficient to give them a radius of action at full speed of about 2600 miles. At the most economical rate of steaming, they will be able to steam about 9800 miles without re-coaling, or more than sufficient to take them from San Francisco to Manila. The complement of each will be 27 officers, 238 seamen and 25 marines.

A suspicious exchange wants to know where they got the ice that is being issued to the troops in the Philippines. Well, the Twentieth Kansas has been cutting a good deal this spring, observes the Kansas City Journal.

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